

REPORT

INFORMATION REPORT

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Warnow Shipyard, Warnemünde

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1. The restriction of heavy industry production in favor of the consumer goods industry made a revision of the production plan necessary. The new plan, which was to be prepared by HW Schiffbau (Main Administration, Shipbuilding), had not been received by 18 July 1953. On 17 July 1953, Herr Gerhard Ziller, the Minister for Heavy Machine Construction, had a meeting with the managers of the five largest shipyards and SED functionaries at the club-house of the Neptun Shipyard in Rostock to discuss this problem. At a conference, held by the managing board of the Warnow Shipyard on 18 July 1953, it was disclosed that the construction of the floating dock, the tanker, and two harbor launches was to be cancelled. No definite decision on the construction of the ore-and-coal carrier was taken at the conference held in Rostock on 17 July 1953, as Minister Ziller was not authorized to prejudice the decision of the East German Cabinet.

2. Although the production plan had to be reduced, the Warnow Shipyard continued its efforts to hire pipe fitters, carpenters, welders and caulkers, 350 in all. Pipe fitters and other specialists, who had arrived from Saxony, proved unsuited for this kind of work because of old age.

there was a surplus of workers in Saxony as a result of the decreed reduction of production plans and [] they had been transferred to the Warnow Shipyard against their will. The Warnow Shipyard was ordered to erect a hutment camp without delay, but no target date was fixed. This hutment was to quarter these 350 men and other workers. However, so far no site or materials or plans were available for the construction of this hutment camp, nor had the money side of the project been clarified.

3. The Warnow Shipyard had been given a credit of 7,500,000 eastmarks to be used for the period from 1 May to 30 July 1953. This credit appeared to be adequate.
4. Repair costs for SOVIETSKI SOYUZ rose to 104,000,000 eastmarks as a result of the non-fulfilment of plans and the non-observance of delivery dates.² It has not been clarified, who would have to bear the excess costs. Night shift work on the SOVIETSKI SOYUZ was discontinued after 18 June 1953, as sabotage acts had increased to such an extent that the 30 SSD-men (state security men) permanently stationed aboard the ship could no longer cope with them. Destruction of cabins was the main objective of such sabotage acts. The ship was scheduled to make shakedown runs in December 1953. This target date will hardly be met. So far, repair costs for YURI DOLGORUKI amount to 120,000,000

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eastmarks, while repair costs for ADMIRAL NARIMOV amount to 60,000,000 eastmarks.

5. Since 1 June 1953, the Warnow Shipyard has had four new cranes for the transportation of materials to the plate straightening roller plant. The initial costs for these cranes amounted to 24,000 eastmarks, while another 24 eastmarks were spent on the construction of the foundation. Having no rotatable outriggers and, therefore, being only capable of lifting loads, the cranes are of questionable value for the shipyard.
6. The four cable towers so far erected are 60 meters high. The foundations for two other cable towers were completed. Faults of construction were found in the new assembly shop. The traveling crane in the shop cannot be used for hauling materials or lifting finished parts, as it cannot operate beyond the wall of the shop, so materials and finished parts inside to the assembly
7. The conversion of the YURI DOLGORUKI for use as a whaler was cancelled by the Russians. She will be equipped as a passenger ship, [redacted] 50X1-HUM
[redacted] her conversion into a whaler was abandoned because the 50X1-HUM
USSR could place an order for a whaler with the Howaldt Shipyard in Kiel.³
1. [redacted] Comment. The original plan provided for the construction of some river passenger vessels, of a 2,500-GRT-floating dock, a coal-and-ore carrier, a tanker, a lightship and four harbor launches. [redacted] 50X1-HUM
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2. [redacted] Comment. The price for the repair of the SOVIETSKI SOYUZ had been fixed at 103,000,000 eastmarks. 50X1-HUM
3. [redacted] Comment. A report on the conversion of YURI DOLGORUKI for use as a whaler was previously submitted. [redacted] 50X1-HUM
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